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Guide to
INSPECTION REGULATIONS
FOR
SMALL FISHING VESSELS



BOARD OF STEAMSHIP INSPECTION
DEPARTMENT OF TRANSPORT
OTTAWA, CANADA

OCTOBER 1966



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GUIDE TO
INSPECTION REGULATIONS
FOR
SMALL FISHING VESSELS



Board of Steamship Inspection
DEPARTMENT OF TRANSPORT
Ottawa, Canada

GUIDE TO
INSPECTION REGULATIONS
FOR
SMALL FISHING VESSELS

ROGER DUHAMEL, F.R.S.C.
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INTRODUCTION

This booklet is based upon the publication "Regulations Respecting the Construction and Inspection of Fishing Vessels not Exceeding Eighty Feet Registered Length That do not Exceed 150 Tons, Gross Tonnage" and is an attempt to present in more readable form much of the material in that publication. However, it does not supersede the "Regulations".

The fisherman should find this guide particularly useful in ensuring that his vessel is properly outfitted with life saving and firefighting equipment together with the lights and signals that fishing vessels must carry for navigation safety.

All the regulations listed or referred to in this guide have been enacted to safeguard the lives and property of fishermen and others who use Canadian Waters. To this end, fishermen's vessels must be seaworthy in all respects and equipped to cope with the many emergencies that arise.

The inspection regulations are administered by the Steamship Inspection Service of the Department of Transport under the Canada Shipping Act. The Steamship Inspection Service, which has its headquarters in Ottawa, maintains offices in various parts of Canada—their addresses are listed in the back of this guide.

While nominal fees are charged for the inspection of vessels, the inspector's services are generally available free of charge to assist fishermen in problems relating to the construction and equipping of their ships. It should be noted, however, that the work of these inspectors is to ensure safety afloat; the suitability of the ship from a business standpoint is outside their responsibility.

APPLICATION

The sections of the Regulations dealing with construction apply only to vessels over 15 tons, gross tonnage, built on or after January 6, 1965.

The sections of the Regulations dealing with life saving and fire extinguishing equipment, navigating lights and signals and precautions against fire apply to all fishing vessels.

The sections of the Regulations dealing with periodic inspections apply to all fishing vessels over 15 tons, gross

tonnage, and to all steam propelled fishing vessels over 5 tons, gross tonnage.

FEES

The Canada Shipping Act provides that fees shall be charged for the inspection, measurement and registry of ships and the fees that would be charged for small fishing vessels are as follows:

Inspection during construction of fishing vessels *over 60 feet in length* (there is no fee for inspection during construction if the vessel is not over 60 feet in length)

Examination of plans	\$25.00
Inspection of hull during construction	25.00
Inspection of installation of each engine	
if not in excess of 4 nominal horsepower	10.00
if in excess of 4 nominal horsepower	25.00

NOTE: nominal horsepower for diesel and gasoline engines is found by dividing the sum of the squares of the cylinder diameters by 60.

Inspection every four years (based on gross tonnage)

Under 25 tons	\$ 5.00
25 tons and under 40 tons	10.00
40 tons and under 50 tons	15.00
50 tons and under 100 tons	25.00

Tonnage measurement (based on gross tonnage)

25 tons and under	\$10.00
Over 25 and not over 50 tons	20.00
Over 50 and not over 100 tons	30.00
Plus any travelling expenses incurred by the Measuring Surveyor.	

Registry (based on gross tonnage)

Not over 15 tons	No Fee
Over 15 and not over 50 tons	\$ 3.00
Over 50 and not over 100 tons	4.00

LENGTH

The application of the Regulations is dependent on the length of the vessel, which is defined as follows:—

- (a) for vessels that are required to be registered, the length is the registered length as measured by a Government Measuring Surveyor of Shipping;

- (b) for vessels that are not required to be registered, the length is the horizontal distance measured between perpendiculars erected at the extreme ends of the outside of the hull.

The above definition in (a) should not be confused with the definitions of length used in the "Rules of the Road for the Great Lakes".

TONNAGE

The application of the Regulations is also dependent on the tonnage of the vessel.

Gross tonnage is a measure of the volume of the hull and superstructure of the vessel, one ton being taken as representing 100 cubic feet of volume.

Register tonnage is the gross tonnage less an allowance determined by a Government Measuring Surveyor of Shipping for machinery spaces, crew spaces, navigation spaces, etc.

If the vessel is over 15 tons, register tonnage, it is required to be registered at a Port of Registry and the owner should for this purpose request that the tonnage be measured by a Government Measuring Surveyor of Shipping who will charge a fee for this service.

If the vessel is not over 15 tons, register tonnage, and is equipped with a motor of 10 horsepower or more, the tonnage has to be measured for licensing purposes and this the owner may do himself. For this purpose it is usually sufficient if an approximate tonnage is obtained and a formula for obtaining the approximate gross tonnage is given below:—
Approximate gross tonnage=

$$\frac{L \times B \times D \times .55}{100} + \frac{1 \times b \times d}{100}$$

where **L** = the distance in feet measured from the foremost part of the stem to the after side of the head of the stern post, or if there is no stern post, to the forward side of the rudder stock at the deck;

B = the extreme breadth of the vessel in feet measured to the outside of the planking, excluding any moulding or rubbing strake;

D = the depth of the vessel in feet at amidships, measured from the underside of the deck, or

from the upper strake of the hull planking in open boats, to the upper side of the floor timbers at the side of the keelson (note: floor timbers are the bottom solid transverse timbers connecting the side frames).

l = total length in feet of all closed-in superstructures;

b = average breadth in feet of all closed-in superstructures;

d = average height above deck in feet of all closed-in superstructures.

It should be noted that if a superstructure has an open side or end it is not included in the tonnage measurement.

Construction of a New Fishing Vessel

If the proposed vessel is going to be over 15 tons, gross tonnage, the sections of the Regulations dealing with construction will apply and the following procedure should be followed:

Before starting construction the owner should send to the nearest Steamship Inspection Office (addresses are given at the end of this booklet) as much as possible of the information listed in Schedule A of the Regulations. The Inspector will then reply stating whether or not the proposals are acceptable. He may request alterations sufficient to ensure that the vessel will be up to the average standards of construction that have in the past been found satisfactory in that district and to ensure that it will comply with the construction rules laid out in the Regulations.

The owner must also notify the Inspector when he commences construction and also when he reaches the various stages of construction mentioned in section 41 of the Regulations. The Inspector will come around to see the boat during construction and on these occasions will explain the requirements of the Regulations if necessary; also on these visits the Inspector will complete any of the information that the owner was unable to submit when he first wrote to the Steamship Inspection Office.

After the vessel is completed and all equipment is placed on board, a dock and sea trial will be held at which the Inspector will be present; this will be the final test of the seaworthiness of the vessel. If everything is to the satisfaction of the Inspector he will issue a certificate of inspection that will be valid for four years.

Periodic Inspections

An inspection certificate is good for a period of four years and upon its expiry the vessel must again be inspected, and for this purpose the vessel will have to be either dry-docked or beached. The Inspector may, at this time, require the tailshaft to be withdrawn and the engine overhauled if it appears to be in poor condition.

However, as it is probable that before the four-year period has expired the vessel will be either drydocked or beached for reasons other than for inspection purposes, the owner may on such an occasion request inspection and if the hull is found by the Inspector to be in good condition credit will be given for this intermediate inspection when the four-year inspection is due.

Similarly if a tailshaft is withdrawn, or an engine opened up, before the four-year period has elapsed and an Inspector finds that it is in good condition, credit for the work done will be given when the four-year inspection is due.

In any case an owner should inform the Steamship Inspection Office at least a week before the certificate expires so that arrangements can be made for the Inspector to carry out inspection.

The procedure that the Inspector will follow during this inspection is given in section 42 of the Regulations.

Anchors and Cables

Section 40 of the Regulations requires that anchors and cables shall be carried on all fishing vessels over 15 tons, gross tonnage. This section gives all the information necessary and includes various exemptions; the Inspector will clarify any points on which there is doubt.

Life Saving, Fire Extinguishing and Navigating Equipment

The requirements for equipment on boats over 15 tons, gross tonnage, are given in sections 27 to 40 of the Regulations and requirements for boats not over 15 tons, gross tonnage, are given in sections 50 to 52.

In order to show at a glance the life saving and fire extinguishing equipment needed for any boat, the following lists have been made for boats of various lengths and tonnages. These lists do not include the lights and signalling devices required by the Rules of the Road for the Great Lakes and the

Regulations for Preventing Collisions at Sea as these are given in separate lists further on in this booklet.

When ordering equipment it should be specified that it is to be of a type approved by the Steamship Inspection Service.

Life saving and fire extinguishing equipment lists for vessels of various tonnages and lengths

Open boats not over 15 tons, gross tonnage, and not over 26 feet in length:

1. One lifejacket for each person on board or one lifebuoy for every two persons on board.
2. If lifebuoys are carried under item 1 then at least one of them is to be fitted with 15 fathoms of line.
3. One fire bucket.
4. Six red flares in a watertight container.

Open boats not over 15 tons, gross tonnage, over 26 feet but not over 40 feet in length:

1. One lifejacket for each person on board or one lifebuoy for every two persons on board.
2. One lifebuoy with 15 fathoms of line if no lifebuoy is carried under item 1.
3. One fire bucket.
4. Six red flares in a watertight container.

Closed boats not over 15 tons, gross tonnage, and not over 26 feet in length:

1. One lifejacket for each person on board.
2. One one-gallon foam or equivalent fire extinguisher and, if the boat is over 5 tons, gross tonnage, and fitted with a cooking or heating appliance that burns gas, gasoline or oil, one additional one-gallon foam or equivalent fire extinguisher.
3. One fire bucket if the boat is over 5 tons, gross tonnage.
4. Six red flares in a watertight container.

Closed boats not over 15 tons, gross tonnage, over 26 feet but not over 40 feet in length:

1. One lifejacket for each person on board.
2. One lifebuoy with 15 fathoms of line.
3. One one-gallon foam or equivalent fire extinguisher and, if the boat is over 5 tons, gross tonnage, and fitted

with a cooking or heating appliance that burns gas, gasoline or oil, one additional one-gallon foam or equivalent fire extinguisher.

4. One fire bucket if the boat is over 5 tons, gross tonnage.
5. Six red flares in a watertight container.

All vessels not over 15 tons, gross tonnage, but over 40 feet in length:

1. One lifebuoy with 15 fathoms of light line.
2. One lifejacket for each person on board.
3. Enough lifeboats, boats, dories or skiffs to accommodate all persons on board.
4. One one-gallon foam or equivalent fire extinguisher and, if the vessel is fitted with a cooking or heating appliance that burns gas, gasoline or oil, one additional one-gallon foam or equivalent fire extinguisher.
5. One fire bucket.
6. Six red flares in a watertight container.

Open boats over 15 tons, gross tonnage, but not over 40 feet in length:

1. One lifejacket for each person on board or one lifebuoy for every two persons on board.
2. One lifebuoy with 15 fathoms of line if no lifebuoy is carried under the requirements of item 1.
3. One fire bucket.
4. One one-gallon foam or equivalent fire extinguisher if the boat is fitted with a cooking or heating appliance that burns gas, gasoline or oil.
5. Twelve red flares in a watertight can.
6. One compass that can be illuminated.
7. One 7-pound sounding lead with 15 fathoms of line.

Closed boats over 15 tons, gross tonnage, but not over 40 feet in length:

1. One lifebuoy with 15 fathoms of line.
2. One lifejacket for each person on board.
3. One one-gallon foam or equivalent fire extinguisher and, if the boat is fitted with a cooking or heating appliance that burns gas, gasoline or oil, one additional one-gallon foam or equivalent fire extinguisher.
4. Two fire buckets.

5. Twelve red flares in a watertight can.
6. One compass that can be illuminated.
7. One 7-pound sounding lead with 15 fathoms of line.
8. (a) On Home Trade Voyages Class II or III, a boat, dory or skiff for complement, or an inflatable life raft for the complement, but at least four persons.
 (b) On Home Trade Class IV or Minor Water Class II Voyages, a boat, dory or skiff for complement, or three person inflatable life raft.

All vessels over 15 tons, gross tonnage, over 40 but not over 65 feet in length:

1. One lifebuoy with 15 fathoms of line.
2. One lifebuoy with a lifebuoy light.
3. One lifejacket for each person on board.
4. Lifeboats, boats, dories or skiffs plus inflatable life rafts for complement in accordance with section 27 of the Regulations and the following equipment to be provided for each lifeboat, boat, dory or skiff:
 - (a) a full bank of oars and rowlocks,
 - (b) where the vessel operates in salt water, a container holding one quart of fresh water for each person the lifeboat, boat, dory or skiff can carry,
 - (c) twelve red flares in a watertight can,
 - (d) one bucket and one bailer,
 - (e) two sheath knives or hatchets (one only in dories),
 - (f) one boat hook or fishing gaff,
 - (g) one storm lantern, oil and matches,
 - (h) one painter at bow,
 - (i) one dory compass,
 - (j) one sea anchor (not required in dories).
5. One two-gallon foam or equivalent fire extinguisher and one one-gallon foam or equivalent fire extinguisher and if the vessel is fitted with a cooking or heating appliance that burns gas, gasoline or oil, one additional one-gallon foam or equivalent fire extinguisher.
6. Three fire buckets.
7. Six red distress rockets if vessel operates in salt water or, if vessel operates in fresh water, 12 red flares in a watertight can (these flares will not be needed if similar flares are already carried for the lifeboat, boat, dory or skiff).

8. One compass that can be illuminated.
9. One 7-pound sounding lead and 15 fathoms of line.
10. One fire pump (power or manual) and hose.

All vessels over 15 tons, gross tonnage, over 65 but not over 80 feet in length:

1. One lifebuoy with 15 fathoms of line.
2. One lifebuoy with lifebuoy light.
3. One lifejacket for each person on board.
4. Lifeboats, boats, dories or skiffs plus inflatable life raft, for complement in accordance with section 27 of the Regulations and the following equipment to be provided for each lifeboat, boat, dory or skiff:
 - (a) a full bank of oars and rowlocks,
 - (b) where the vessel operates in salt water, a container holding one quart of fresh water for each person the lifeboat, boat, dory or skiff can carry,
 - (c) twelve red flares in a watertight can,
 - (d) one bucket and one bailer,
 - (e) two sheath knives or hatchets (one only in dories),
 - (f) one boat hook or fishing gaff,
 - (g) one storm lantern, oil and matches,
 - (h) one painter at bow,
 - (i) one dory compass,
 - (j) one sea anchor (not required in dories).
5. Two two-gallon foam or equivalent fire extinguishers and if the vessel is fitted with a cooking or heating appliance that burns gas, gasoline or oil, one additional one-gallon foam or equivalent fire extinguisher.
6. Four fire buckets.
7. Six red distress rockets if vessel operates in salt water or, if vessel operates in fresh water, 12 red flares in a watertight can (these flares will not be needed if similar flares are already carried for the lifeboat, boat, dory or skiff).
8. One compass that can be illuminated.
9. One 7-pound sounding lead and 15 fathoms of line.
10. One fire pump (power or manual) and hose.

Equivalent Fire Extinguishers

Extinguishers containing 5 pounds of carbon dioxide gas under pressure, or 2 pounds of dry chemical are accepted as being the equivalent of one one-gallon foam extinguisher.

Extinguishers containing 10 pounds of carbon dioxide gas under pressure, or 5 pounds of dry chemical are accepted as being the equivalent of one two-gallon foam extinguisher.

It should be noted, however, that extinguishers are to be of a type approved as required in section 33 and 52 of the Regulations.

Liquefied Petroleum Gas Installations

In view of the explosive nature of petroleum gases, special regulations have been made concerning the installation of systems that burn such gases. These regulations are called the "Liquefied Petroleum Gas Regulations" and a copy should be obtained from the Inspector if it is proposed to install such a system.

It should be noted, however, that a recent amendment exempts fishing vessels not over 15 tons, gross tonnage, from the Liquefied Petroleum Gas Regulations but it is recommended that owners who intend to install a petroleum gas system be guided by these regulations, in the interests of safety.

Navigation Lights and Signals

Traffic on the waterways and at sea is governed by two sets of regulations known as the *Rules of the Road for the Great Lakes* and the *Regulations for Preventing Collisions at Sea*, the latter being for waters other than the Great Lakes system. These regulations are necessary if vessels are to operate with safety and confidence under all conditions and fishing vessels are just as dependent on them as are other craft.

The above regulations cover the use of navigation lights, sound signals, steering and sailing rules, and they apply to vessels of every size and description. The operator of any type of craft should know what lights to carry from sunset to sunrise, what sound signals to make when changing course or when in low visibility and how to meet an oncoming vessel or to overtake one, right of way, and so on.

These regulations apply in the localities shown below:

- (a) *The Rules of the Road for the Great Lakes* are in force on Lakes Ontario, Erie, Huron (including Georgian Bay), Michigan and Superior, their connecting and tributary waters, and the Ottawa and St. Lawrence Rivers and their tributaries as far east as the lower exit of the Lachine Canal and the Victoria Bridge at Montreal.
- (b) *The Regulations for Preventing Collisions at Sea* are in force in all navigable waters within Canada or within the jurisdiction of the Parliament of Canada, with the exception of the waters listed in (a).

Copies of the above regulations may be obtained from the Inspector or any Customs Officer, or by writing to the Nautical Division, Department of Transport, Ottawa.

In order to show at a glance the lights and signals needed to comply with the above regulations the following lists have been made for boats of various tonnages, lengths and types. It should be noted that this equipment is to be in accordance with the standards set forth in the appropriate regulation.

Lights and Signals to comply with "The Rules of the Road for the Great Lakes"

Boats less than 26 feet in length:

1. One white light to show all around the horizon visible at 2 miles.
2. One red port and one green starboard light visible at 1 mile (these may be combined in the one lantern).
3. One fog bell if boat is 10 tons, register tonnage, or over.
4. One white anchor light visible at 1 mile.
5. One whistle or horn that can be heard 2 miles away if boat is 10 tons, register tonnage, or over.
6. Any means of making efficient sound signals if boat is less than 10 tons, register tonnage.

Boats 26 feet or over, but not over 65 feet in length:

1. One white forward mast light visible at 2 miles.
2. One white light aft to show all around the horizon visible at 2 miles, to be higher than forward white light.

3. One red port and one green starboard light visible at one mile.
4. One white anchor light visible at 1 mile.
5. One fog bell if boat is 10 tons, register tonnage, or over.
6. One whistle or horn that can be heard 2 miles away if boat is 10 tons, register tonnage, or over.
7. Any means of making efficient sound signals if boat is less than 10 tons, register tonnage.

Boats over 65 feet but not over 100 feet in length:

1. One forward mast light visible at 5 miles.
2. One white light aft to show all around the horizon and higher than the forward white light.
3. One red port and one green starboard light visible at 2 miles.
4. One white anchor light visible at 1 mile.
5. One fog bell.
6. One whistle or horn that can be heard 2 miles away.
7. Two red lights to show all around the horizon visible at 2 miles.
8. Three black balls each 2 feet in diameter.

Lights and Signals to comply with the "Regulations for Preventing Collisions at Sea"

Boats less than 65 feet overall length that are not draggers or trawlers:

1. One white forward mast light visible at 3 miles.
2. One red port and one green starboard light visible at 1 mile (these may be combined in one lantern), and one white stern light visible at 2 miles.
3. One white anchor light visible at 2 miles.
4. One black ball 2 feet in diameter.
5. One fog bell, whistle and fog horn if over 40 feet in length.
6. One all round red light visible at 2 miles.
7. One all round white light visible at 2 miles, located below red light.
8. One additional white light visible at 2 miles if the nets or lines extend further than 500 feet horizontally into the seaway.

9. One basket.
10. One black conical shape if the nets or lines extend further than 500 feet horizontally into the seaway.

Draggers and trawlers of less than 65 feet overall length:

1. One mast light visible at 3 miles.
2. One red port and one green starboard light visible at 1 mile (these may be combined in one lantern), and one white stern light visible at 2 miles.
3. One white anchor light visible at 2 miles.
4. One black ball 2 feet in diameter.
5. One fog bell, whistle and fog horn if over 40 feet in length.
6. One green all round light visible at 2 miles.
7. One white all round light visible at 2 miles, located below green light.
8. One black conical shape if the nets or lines extend more than 500 feet horizontally into the seaway.
9. One basket.

Boats of 65 feet overall length and over that are not draggers or trawlers:

1. One mast light visible at 5 miles.
2. One additional mast light if boat is 150 feet long or over.
3. One red port, one green starboard, and one white stern light visible at 2 miles.
4. One white anchor light visible at 2 miles.
5. Three black balls each 2 feet in diameter.
6. Two red lights to show all around the horizon visible at 2 miles.
7. One fog bell, whistle and fog horn.
8. One all round red light visible at 2 miles.
9. One all round white light visible at 2 miles, located below red light.
10. One additional white light visible at 2 miles if the nets or lines extend more than 500 feet horizontally into the seaway.
11. Two black conical shapes.
12. One additional black conical shape if the nets or lines extend more than 500 feet horizontally into the seaway.

Draggers and trawlers of 65 feet length or over:

1. One mast light visible at 5 miles.
2. One additional mast light if boat is 150 feet long or over.
3. One red port, one green starboard and one white stern light visible at 2 miles.
4. One white anchor light visible at 2 miles.
5. Three black balls each 2 feet in diameter.
6. Two red lights to show all around the horizon visible at 2 miles.
7. One fog bell, whistle and fog horn.
8. One green all round light visible at 2 miles.
9. One white all round light visible at 2 miles, located below green light.
10. Two black conical shapes.
11. One additional black conical shape if the nets or lines extend more than 500 feet horizontally into the seaway.

Addresses of Steamship Inspection Offices

NOTE: Enquiries should be directed to the nearest Steamship Inspection Office.

Headquarters: The Chairman,
Board of Steamship Inspection,
Department of Transport,
Hunter Building,
OTTAWA, Ont.

Newfoundland: The Divisional Supervisor,
Transport Building,
P.O. Box 596,
ST. JOHN'S, Nfld.

Nova Scotia: The Divisional Supervisor,
434 Ralston Building,
HALIFAX, N.S.

The Senior Steamship Inspector,
P.O. Box 1180, Federal Building,
NORTH SYDNEY, N.S.

New Brunswick: The Senior Steamship Inspector,
Transport Building,
P.O. Box 1293,
SAINT JOHN, N.B.

Quebec: The Divisional Supervisor,
1101 Place Delorimier,
2120 Sherbrooke St. East,
MONTREAL, P.Q.

The Senior Steamship Inspector,
Gare Maritime Champlain,
QUEBEC, P.Q.

The Senior Steamship Inspector,
80 George Street,
P.O. Box 186,
SOREL, P.Q.

The Senior Steamship Inspector,
53 Cathedral Street,
P.O. Box 577,
RIMOUSKI, P.Q.

Ontario: The Divisional Supervisor,
225 Jarvis Street,
TORONTO, Ont.

The Senior Steamship Inspector,
360 St. Paul Street,
ST. CATHARINES, Ont.

The Senior Steamship Inspector,
212 Federal Building,
KINGSTON, Ont.

The Senior Steamship Inspector,
Post Office Building,
P.O. Box 247,
COLLINGWOOD, Ont.

The Senior Steamship Inspector,
328 Public Building,
PORT ARTHUR, Ont.

British Columbia: The Divisional Supervisor,
325 Granville Street,
VANCOUVER 2, B.C.

The Senior Steamship Inspector,
528 Federal Building,
VICTORIA, B.C.

The Steamship Inspector,
211A Federal Building,
NANAIMO, B.C.

The Steamship Inspector,
Federal Building,
P.O. Box 847,
NEW WESTMINSTER, B.C.

References

"Regulations Respecting the Construction and Inspection of Fishing Vessels Not Exceeding Eighty Feet Reg-
Length That do not Exceed 150 Tons, Gross Tonnage

"Rules of the Road for the Great Lakes"

"Collision Regulations"

"Liquefied Petroleum Gas Regulations"

"Scale of Fees—Board of Steamship Inspection"

The above publications are available at your
Steamship Inspection Office.

Board of Steamship Inspection,
Department of Transport,
Ottawa, Ontario.

